



## SIG Aviation Meteorology Newsletter 2 2014, December 2014

In this rather short newsletter we talk about the SIG meet on October 29, 2014, the minutes of which should be available on the SIG page of the Society website in the New Year. There has been a massive influx of new members since October 29 as well. SKYbrary is well underway and there will soon be a memorandum of understanding between the Society and SKYbrary. The newsletter ends with a few photos from flight.

### **SIG Meeting, October 29, 2014**

By Jacob Kollegger

5 SIG members were present at the meet on October 29, receiving 6 apologies for absences. The meet, as with last year's was for administrative SIG purposes and not necessarily for discussing meteorological issues. The issues tackled were SKYbrary, GASCo and UK FSC representation reports and feedback. SKYbrary will be dealt with in another article below.

With regards to GASCo and UK FSC representation, Liz Bentley, Society Chief Exec, was also present for a brief period and she expressed her satisfaction at the level of participation and feedback from both GASCo and UK FSC representatives between those two organizations and the Society. Discussions on a Chief Executive level are, or will be, underway in order to engage the meteorological community in educating or providing info for especially private pilots in the UK. Universally-acknowledged, pilots in general, but especially private pilots, by nature of the level of education they receive in meteorology for their respective licenses, are not given either practical knowledge of theoretical meteorological issues, and/or receive superficial information on many meteorological subject areas when they should receive more in-depth info on certain subjects.

The saturated adiabatic lapse rate (SALR), for example, is given almost, not quite but almost, equal weight as does a squall line. Now we can argue that the SALR is a "precursor item" for the squall

line, but even in that regard the SALR is looked at very superficially, and instructional time is taken away from going a bit more in-depth about the practicalities of what to do to avoid a squall line. Mind you, this example is purely from my point-of-view, but the principle behind the example has been discussed and re-discussed for years. The problem is not that the pilot is ignorant, but rather that the educational resources given to the pilot, considering feasibility of time and finances, are disproportionate to importance and nice-to-know. Anyway, GASCo is interested in this issue. It must be said, however, that according to accident reports relatively few are due to weather alone.

On the airline level, the issue is operations manuals and what the pilot needs to have on board compared to what the pilot should have on board as well. Rules are rules, and spot checks by inspectors demand that METARs and TAFs, SIG Wx charts, and wind charts, are available to the pilot. But spot checks cannot and will not check if the pilots understand what the weather info really says, or what it doesn't say. Does the airline pilot fully understand the meteorological situation? The issue is a balance between safety and legality, time and money and of course this will always be and remain a hot topic and on a level far above any SIG's powers to either control or change.

It was concluded that the only major thing we as a SIG can do at the moment is to give out information that can be readily available to people interested in aviation meteorology. SKYbrary is one of the many tools for this outreach.

Feedback from your side is always welcome, no matter how long or short. Remember to keep in mind the balance between legality/safety/time/money. As you are all well aware, they don't always go hand in hand!

## **NEW MEMBERS:**

After the recent membership survey, Catherine Parker sent out an email to those Society members who expressed an interest in aviation. The email asked if the members in question would be interested to join the SIG. As a result of the positive responses our SIG membership has risen from about 20 members to 47! The main question raised in those emails was what is required for membership in the SIG. All that is required is membership in the Society, and SIG members can contribute as much or as little as they wish. Certain subject areas under the vast umbrella subject of aviation meteorology appeal to some members and some others to others, so it is difficult to exactly state what one can and should do in and for the SIG. The main goal is to discuss matters concerning meteorology in aviation operations, whether in flight or on the ground. Networking is also a big issue.

A great suggestion by one of the members was to bcc members when writing emails. Although the Society has a policy in place when it comes to spam and especially spam from others (particularly Society members), a little added protection doesn't hurt. It goes without saying that if you wish to get into contact with another SIG member please let Jake know and he will write the intended person in kind of the contact request.

## **SKYbrary**

by Jacob Kollegger

<http://skybrary.aero/index.php/Portal:Weather>

Currently the Society and SKYbrary are working on a memorandum of understanding which intends to empower the SIG in maintaining and updating the weather articles on the SKYbrary website. This may be done in conjunction with other organizations, with us providing the meteorological background and other organizations the practical background. The SIG will also need to update and keep current the articles it edited, and may even group together or separate articles according to similar subject matter/subject matter requiring separate treatment.

SKYbrary is open source and the editing team is voluntary. The focus is on quality and not quantity, even though on a preliminary basis we were tasked with editing a certain number of articles per month. We started early this year, and there is definitely work to be done. It is a fantastic opportunity for the Royal Meteorological Society to have its name together with various reputable aviation societies like the UKFSC and ICAO.

If you wish to be a part of the editing team, please let Jake know.

## **PHOTOS**    Jacob Kollegger



*Illustration 1: Thunderstorm over the Carcassonne region of central-southwestern France, August 10, 2014. Jacob Kollegger*



*Illustration 2: On approach into Geneva from the north. the Mont Blanc the highest peak on the horizon centre-right of photo. November 19, 2014. Jacob Kollegger*



*Illustration 3: On approach into Rome Ciampino airport from the north, circumnavigating CB over the Florence-Siena-Perugia regions. October 14, 2014. Jacob Kollegger*



*Illustration 4: Mountain wave activity over southern Bilbao region, enroute from Milan to Santander, October 16, 2014. Jacob Kollegger.*



*Illustration 5: The day after: sunrise after climb out from Santander to London. October 17, 2014. Jacob Kollegger*



*Illustration 6: Another sunrise shot over southern Stockholm region, October 27, 2014. Jacob Kollegger*



*Illustration 7: Departure out of Zurich towards the south, view towards the Gotthard pass. Severe turbulence was reported in lower levels over the Alps, as can be well seen by the cloud formations here. November 4, 2014. Jacob Kollegger*



*Illustration 8: Closer look at the clouds over the Alps, November 4, 2014. Jacob Kollegger*



*Illustration 9: On approach into Stockholm Bromma airport from the West, November 5, 2014. Jacob Kollegger*



*Illustration 10: Not a snowscape, but at 41000 feet over Central Sweden heading southwestwards in the morning of November 6, 2014. Moderate turbulence at the level of the cirrostratus was reported, due to strong jetstream. November 6, 2014. Jacob Kollegger.*



## **FEEDBACK/SUGGESTIONS:**

Feedback and suggestions are always welcome. If you know of a project or undertaking that the SIG or Society may be interested in, please let us know.